

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., AUGUST 25, 1900.

St. John, N. B., August 25, 1900.

THIS SEMI-WEEKLY TELEGRAPH.

It is an eight-page paper and is published every Wednesday and Saturday at \$1.00 a week in advance, by the Telegraph Publishing Company, of St. John, a company incorporated by act of the legislature of New Brunswick, Thomas Dunlop, Business Manager, James Hannay, Editor.

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"THIS PAPER HAS THE LARGEST CIRCULATION IN THE MARITIME PROVINCES."

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T. W. Rainsford,
Allison Wishart,
W. A. Ferris,
Wm. Somerville.

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Semi-Weekly Telegraph

ST. JOHN, N. B., AUGUST 25, 1900.

THE WORLD AND GREAT BRITAIN.

The despatch of Julian Ralph, which we published Wednesday, will attract the greatest attention. Mr. Ralph, who is an American Mail, correspondent of the London Daily Mail, comes from the language of a "diplomat of high standing." He states that Russia is vigorously endeavoring to secure American support and to break the harmony existing between the United States and Great Britain. According to this diplomat, Great Britain has no first-class power, except the United States, who is friendly to her and the bitter feeling which exists against her will generate war. Russia's plan, according to the same authority, is to strip Great Britain of all support before the war begins, and in this it is said that Russia is encouraged by Austria-Hungary, France and Germany. This story is so alarming that it is difficult to give it full credence, yet there is nothing intrinsically improbable in it. The ambition of Russia to rule the world is well known, and the devices and dishonest methods by which the czar's government endeavors to accomplish this is well understood. There is no doubt that at the present time the liberty of the world is in as great danger as it has been at any time during the last three hundred years. The emperors and kaisers recognize the fact that unless the movement in favor of popular government is checked in some way, their power will soon depart from them forever. Intelligent people such as those of most European countries are not always to be ruled by hereditary princes, and as Great Britain is the only European power which has a truly democratic form of government, it is against her that the hatred of the despots of Europe is mainly directed. Mingled with this feeling, moreover, is the lust for conquest, the greed for more territory and this feeling is shared by both Germany and Russia.

Russia would like to be the master of all Asia, while Germany would be only too glad to possess territory in America and to become the owner of the western possessions of Holland. Yet it is clear that while England remains a great power, the ambition of Russia cannot be satisfied nor can the desires of Germany be realized. No doubt Austria-Hungary, which is in a condition of abject weakness, would give a willing ear to any proposals of a Russian emperor, although perhaps unwilling to assist in carrying them out. As for France, it is strange that her hatred for Great Britain is even now greater than it is against Germany; and that the country which robbed her of territories is looked upon as less an enemy than the country which prevented her from seizing the territories at the source of the Nile.

Assuming Julian Ralph's information to

be correct, we have here an explanation of some recent utterances of Lord Salisbury, in regard to the dangers which menaced Great Britain. A European combination against her would indeed be formidable and might be difficult to meet. At all events it would require all our energies and all our strength to face the crisis. Yet we have great faith in the destinies of the British people. Their courage has been tested on many a field and they have emerged safely from greater dangers than even that which now seems to be in sight. In such a crisis as the present, we will have to do their part in the defence of the empire, and we are sure that they will do it willingly. We have enjoyed the benefits of British connection for many years, and we are prepared to support it with all our strength. In any contest for the integrity of the empire Canada will be found in a foremost place, notwithstanding the mean utterances of politicians like Sir Charles Tupper who begins to count dollars and cents as soon as the defence of the empire is mentioned.

ANTI-BRITISH TORY LITERATURE.

There is nothing new in the idea of the Tories of Canada disseminating anti-British literature. That has been the characteristic of theirs at all times whenever they were out of power. The moment they found themselves deprived of the right to govern the country they have been in the habit of stirring up rebellion, as witness their annexation manifesto of 1849, which was signed by so many men who afterwards became leaders of the Conservative party. The latest effort of Sir Charles Tupper's followers is the distribution of a pamphlet in the province of Quebec in which Sir Wilfrid Laurier is attacked as an imperialist and a friend of Great Britain. The title page of this pamphlet, translated into English, is as follows:

IMPERIAL FEDERATION.

Laurier Approves It.
Tupper Condemns It.

THE SOUTH AFRICAN WAR.

Sir W. Laurier says that if necessary we will participate in other British wars.

THE MANITOBA SCHOOL QUESTION.

The English Conservative Chiefs and the French-Canadian Chiefs and the Hon. Mr. Tupper.

The body of the document is quite in keeping with its heading. The following is an extract from the introductory portion:

"Sir Wilfrid Laurier urged on by the encouragement he had received, then committed the fatal mistake of saying the words which bound us to the war destinies of Great Britain. It was there (London, 1897) was sealed the compact to day reddened by Canadian blood shed at Paardeburg (sic), Belmont, Mafeking, Tloer Farm and at so many other battles."

The writer of this document then goes on to deal with what he calls the Extravagant Pretensions of the British Empire League, and he refers thus to the meeting of that league which was held in Ottawa on the 15th of March last. He quotes a resolution passed at that meeting and comments on it as follows: "The league hopes that the government of Canada will immediately take steps to improve the military position of the country, not only in regard to the number of troops available, but in regard to equipment, instruction, organization, so that we can in case of need fully do our part in the defence of the empire's interests." There is not only a wish to defend the integrity of the empire, but the interests of the empire.

But this is not all: "Canada should be supplied with better and modern equipment. There is need to establish arm factories, to furnish to officers the means of instructing themselves in modern tactics, etc."

Very well. And the money? But this is not all:

"Canada should pension the wounded and the orphans, and raise a magnificent monument in the capital to those who have succumbed in Africa."

What has just been cited is the conclusion of the report of Colonel Denison, a report which was approved by the representatives of the government then present.

"It is the Hon. Mr. Mulock, representing the government at this meeting, who seconded the adoption of this report, in stating that the time was past when Imperial Federation could be regarded as a vain dream."

It will be seen from the above that Sir Charles Tupper, the leader of the opposition, while attacking the government on the ground that the Canadian contingents were not sent to South Africa as promptly as he thought they should have been, is spreading among the French Conservatives of Quebec campaign literature in which the government is attacked for sending those contingents at all. This is quite in keeping with Tory policy, which have generally been carried on by fraud, but it is remarkable that in this age of printing such a barefaced attempt should be made to run two distinct campaigns at the same time and in the same country. The election of New Brunswick will be in a position to judge from these extracts how much sincerity there is in Sir Charles Tupper's loud professions of loyalty.

MR. RICHARDSON'S REVOLT.

Under the heading "A Manitoba Revolt" the Sun devotes two columns of its editorial space to the case of Mr. Richardson, M. P. for Lisgar. The Sun appears to have a great deal of sympathy for Mr. Richardson, the ground of this sympathy being that the member for Lisgar is not in accord with his party and is not to be the candidate of the Liberal party at the coming general election. We might think well of the Sun's praise of Mr. Richardson if it had ever shown any disposition to support members of the Conservative party who differed from the Conservative

government, but as the Sun has been the most hidebound and wholly unreasonable supporter of the Conservative policy through thick and thin, and the most loud-mouthed denouncer of persons who venture to say that the Conservative leaders were not infallible, we can hardly give it credit for sincerity in its support of Mr. Richardson. No doubt it thinks that Mr. Richardson's withdrawal from the Liberal party will be a source of weakness to that party in the county which he represented, and possibly this may be the case. It is quite probable, however, that Mr. Richardson may not be able to command as many supporters as he imagines, and that like most men who are out of accord with their party he will find himself reduced to a position of political insignificance. The mere fact that a man differs from his party is not always a proof that the man is right and that his party is wrong. Mr. Richardson, no doubt, is a wise, able and virtuous citizen, but he can hardly contain within his own person a greater amount of wisdom and virtue than the entire Liberal party who do not view matters as he does. As Mr. Richardson is a journalist and a very good man in many respects no man deserves to say anything harsh in regard to him, but he has made a serious mistake in withdrawing himself from the Liberal party and giving aid and comfort to its enemies.

OUR SOLDIERS IN AFRICA.

The latest report of Colonel Otter in regard to the condition of the first contingent on the 13th of July, shows that less than one half of the number of men who went to South Africa are still effective and in the field. Out of a total of something like 1,100, only 475 were then fit for service, while 218 were sick and 200 had been sent home to England as invalids. Colonel Otter announces that if the regiment is to remain in the field it will have to be reinforced, and he wishes to know whether the officers and men of the regiment are to be re-engaged for a longer period in the event of the war continuing beyond their term of enlistment. We presume that there will be no disposition either on the part of the Imperial authorities or of the Dominion government to keep the first contingent in the field longer than their term of service. They have already done splendid duty in South Africa, their ranks are greatly depleted, and the war is practically over. Under the existing circumstances, infantry cannot be expected to see much active service in South Africa. The few bands of Boers who are in the field are all mounted men and they are maintaining a guerrilla warfare against British troops. Except for the purpose of protecting the lines of communication, infantry, such as the first contingent, would be of little use, and therefore it would be better that our men should be sent home in such time that they may be able to arrive when the term of enlistment has expired. Canada will be well represented then in the field by the second contingent and by the Strathcona Horse which corps include artillery and mounted infantry, arms that will be very effective in the operations in which the army in South Africa will be employed for the future. The arrival of the first contingent in Canada should be signaled by a demonstration on a grand scale, for these men have covered themselves with glory. They have raised the name of Canada in the estimation of the world, and they have inaugurated a new era in the relations between this great colony and the empire.

NO TARIFF CHANGES.

The Hon. Mr. Fielding has given a prompt denial of the statement which has been put forward by Sir Charles Tupper that the government intended to make further tariff changes. Mr. Fielding says that the tariff will not be changed for he recognizes the fact that tariff changes are not favorable to business and should never be made unless unavoidable. Sir Charles Tupper's object in making the statement in question can be easily understood. He is well aware that owing to the admirable management of the finances of the country by the present Liberal government, it has the support of the business community and his object is to produce a feeling of doubt in the stability of business among people who are interested in preserving it in its present prosperous condition. Sir Charles Tupper and his followers will not be discouraged by this prompt denial, but they will spread other rumors derogatory to the government, for their campaign is likely to be one of slander, vituperation and falsehood. To be forewarned, however, is to be forearmed, and not only the Liberals of Canada but all business men and others who are interested in the welfare of the country should guard against such false statements as that which the Conservatives have just been making in regard to the tariff.

MR. LABOUCHERE'S LETTERS.

Mr. Henry Labouchere, the editor and proprietor of London Truth, has got himself into a difficulty in consequence of the discovery of letters which passed between himself and the Transvaal government on the eve of the war a year ago. Mr. Labouchere wrote to the secretary of the Transvaal, as if he had a deep interest in the preservation of that state as an independent nation, and counselled them to procrastinate and delay the issue until some other important matter came up to distract the attention of the British people from South African affairs. Considering that Mr. Labouchere is a mem-

ber of parliament and therefore a public man, and that he is the proprietor of a well-known paper, his conduct in this affair was very extraordinary. Labouchere has got himself into many difficulties in the course of his versatile and varied career, but this time he has surpassed them all and we doubt whether his reputation will recover from it. Labouchere is sui generis as a politician and therefore not to be judged by the rules which govern ordinary men, but there are few people in England who will look upon his conduct as otherwise than disgraceful. The people of Canada who have taken such an active interest in this war and who have shown such a willingness to assist the mother country, will not be much concerned over Mr. Labouchere's conduct for he has never been a friend of the Dominion. Through the medium of his paper he has, on more than one occasion, endeavored to malign it and to blacken its reputation, and therefore we can view with entire equanimity his descent from his high position as a judge of other people's actions to that of an accused person before the bar of public opinion.

ST. JOHN AND THE I. C. R.

The Sun states that the return of Mr. Blair to Canada has been followed by the publication in the Telegraph of an inspired article on the Winter Port theme. The Sun says that the article has the mark of Mr. Blair's handiwork and that it sets forth a new policy towards the winter port and the Canadian Pacific. Anyone reading the above would be led to suppose that the article in question was one which had been written by Mr. Blair for the Telegraph, and that it was to be accepted as the editorial opinion of this paper. The fact is that the article from which the Sun quotes so largely was copied from the Montreal Herald, and was duly credited to that paper and the Telegraph in copying the article does not in any way accept any responsibility for the views it contains. The article was merely published, as many articles on the same subject have been published, in the Telegraph, for the purpose of showing the views of outside newspapers on this interesting question with regard to the port of St. John. As the article appeared in the Herald before Mr. Blair arrived on this side of the Atlantic, we think it highly improbable that he either inspired it or wrote it. Moreover, there are views in it which are not at all consistent with Mr. Blair's published utterances on the subject. Mr. Blair, for instance, has never admitted that the Intercolonial could not carry freight from Montreal to the port of St. John. On the contrary he has distinctly stated that the Intercolonial could compete with the Canadian Pacific in the matter of bringing freight from Montreal to this port. He has proved his singularity in this respect by erecting at St. John a splendid wharf and a magnificent elevator which are intended to be used in connection with the bringing of grain and other freight from Montreal to St. John over the Intercolonial railway. We fail to see what the Sun expects to gain by attributing views to Mr. Blair or to the Telegraph to which neither the one or the other has assented.

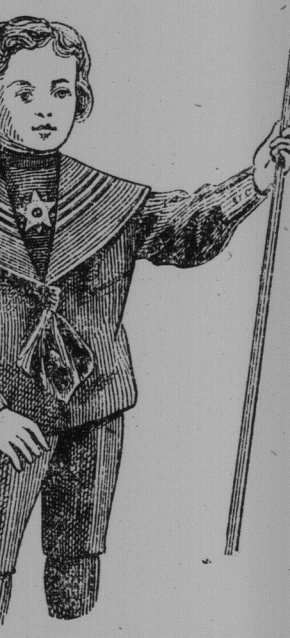
MR. FOSTER AND ST. JOHN.

The Sun ought to continue to furnish the public with more information in regard to the manner in which Mr. Foster helped St. John during the time he was a member of the Conservative cabinet, and when he had it in his power to do us a good deal of service if he had been so disposed. Everyone knows that Mr. Foster never did anything for this city, but on the contrary acquiesced in the policy of the Tupper which was always firmly opposed to our interest. If he had been zealous for St. John he might have been a winter port of Canada more than ten years ago, but by the time trade would have been established on so secure a foundation that it could never be disturbed. But to do this would not be like Mr. Foster. His cold nature could see nothing meritorious in the efforts of the people of this city to improve their position. He had no disposition to lend us a helping hand, and he devoted his whole selfish interest to the procuring of offices for some of his near relatives and so the chief port of New Brunswick and the future winter port of Canada was wholly neglected by him.

THE STATE OF CUMBERLAND.

Sir Charles Tupper is now in Amherst whether he has gone for the purpose of attending a convention of the Conservative party, which is to be held in that place for the purpose of choosing an agent candidate for the House of Commons in the room of the late Hon. A. R. Dickey. Sir Charles, we fear, will find the place where he lived so long and where he secured his greatest triumph, greatly changed. The leader of the opposition began life as an Amherst physician, and possibly it would have been quite as well for both him and his country if he had continued in that position up to the present time. We do not know what the merits of Sir Charles Tupper were as a doctor, but we do know that he has proved to be a very bad politician. Sir Charles Tupper for many years virtually controlled the county of Cumberland, but that he was extremely popular either in Amherst or the places adjacent to it, but he was always able to obtain enough votes in Parrishboro and the western part of the county to offset any deficiency in the central and eastern sections of Cumberland. Now the western section of the county has gone against him, like the rest of the county, and we fail to see

PROPER CLOTHING FOR BOYS.



Good taste is as prominently marked in our clothing as if we had devoted hours to the personal supervision of the making of every piece.

Take pride in dressing your boy, don't you? And when you pay a fair price you expect a fair return. Here you get more than that because we are determined to be the leading Boys' Outfitters.

Our stock shows more style, more careful tailoring, better trimmings, wider range of patterns—and a greater knowledge of boys' clothing—as it ought to be, than you'll find anywhere in St. John outside of this store.

Boys' 3-Piece Single and Double Breasted Suits

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Pleated Suits for Boys

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Come in identically the same patterns as the pleated suits and are just as popular.

Vestee Suits.

Some very pretty designs, different from anything we have ever shown; well made and trimmed. Prices from \$2.50 to \$6.00

Reefers,

For cool evenings, made in navy serge and whipcord. Prices, \$2.50 to \$4.50

These are all new goods, and it will pay you to see them; make your choice before the lines get broken up.

GREATER OAK HALL,

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King Street, Corner Germain.

ST. JOHN, N. B.

what ground there is for the belief that any candidate whom the Conservatives of Cumberland can nominate will be elected. The late A. R. Dickey was Sir Charles Tupper's own man. He was elected as a candidate in consequence of the fact that he was a son of Dickey's old friend, Senator Dickey, and that he was willing to give way to the Tupper whenever they desired to hold his seat. Now, however, all is changed. A. R. Dickey is dead, his father, the senator, is an aged man, who can hardly have any further interest in politics, and the Dickey name no longer has any weight in the county of Cumberland. Indeed, owing to circumstances which we need not mention here, influence which the name would have would be rather against the success of a Conservative candidate than otherwise.

THE INTERCOLONIAL.

The following appears in that solid Conservative paper, the Montreal Gazette: "The Intercolonial is declared by an enthusiastic newspaper to be Canada's best asset. It is an asset that has cost the country some sixty millions of dollars, and that each year, to maintain and keep up to the advancing standard, calls for from one to two million dollars more than it earns. A very few of such assets could mean something akin to bankruptcy at all to the country, and which are maintained at a much greater cost than any loss that it sustained in working the Intercolonial. Moreover the Gazette should know that the building of the Intercolonial railway was one of the terms upon which the confederation compact was based, and that it does not lie in the mouth of any Quebec newspaper to attack the bargain that was then made with the maritime provinces or to attempt to neutralize it. The Intercolonial railway under its present management has been highly successful. It has established a connection with Montreal and the days of its deficits are over."

GOLDWIN SMITH.

All the newspapers in Canada are saying pleasant things about Professor Goldwin Smith, who attained his seventy-seventh birthday a few days ago. Everyone is glad to know that Professor Smith is in good health, and that he still retains a good share of physical strength, and all that mental vigor for which he has ever been distinguished. The Toronto Globe, which has always been opposed to Goldwin Smith's views in politics, pays a generous tribute to his ability and character, but we do not observe that any of the Canadian newspapers have really done full justice to the singular merits of this eminent literary man. The Telegraph has never been able to see eye to eye with Mr. Smith in regard to most public questions. Indeed his views with respect to Canadian politics have been generally such as few true Canadians can approve, yet it is not as a politician, but as a literary man, that Professor Smith will be judged by the people of another generation. In deed judgment upon his literary merits may be very well pronounced now, because he has become in some measure a classic, and some of his works have been before the public for more than half a century. We believe that Mr. Smith is the greatest writer of English prose that this century has produced, and we make no exception to this statement. We think that this view will be held by the people of future generations, even if it is not accepted by everyone at the present time. For lucid exposition, for nervous strength, for clearness and smoothness, without effort and without bombast, the prose of Goldwin Smith has never been surpassed by any English writer. Other styles may go out

THE VICTORIA BRIDGE.

For several months past, indeed ever since the completion of the new Victoria bridge, the St. John Sun has been denouncing the government for what it calls the excessive amount that it is paying to the Grand Trunk Railway Company for the use of this bridge. The Victoria bridge, as our readers are aware, crosses the St. Lawrence River, opposite Montreal. The original bridge was constructed about forty years ago and when completed it was regarded as one of the wonders of the world. So important was it deemed that the Prince of Wales came out from England to be present at its opening for traffic, and certainly no bridge then in existence was worthy to be compared with it either in length or in cost. Since then the old bridge has been found insufficient for the business of the railway and a new superstructure has been erected upon the old piers, which were originally built much wider than was immediately necessary, with a view to future enlargement. The Sun quotes the Toronto Globe as stating that the new bridge cost about \$2,000,000 and on this makes the following comment:

"Something less than one-quarter of the traffic over this bridge belongs to the Intercolonial Railway. For the privileges of this much use of the bridge the government pays \$40,000 a year, or the interest at three per cent. on \$1,233,000. The government also pays its share of the cost of maintenance. In addition the government agreed to pay the company a subsidy of 15 per cent. on the cost of the bridge, but not to exceed \$300,000 in all. After the bridge had been built on these terms and was in operation, Mr. Blair brought in another subsidy bill, giving the company \$200,000 more, making \$500,000 in all. The Grand Trunk company has in still further addition the sums paid by other railways for use of the bridge. Moreover, it collects tolls on the driveways, charging extremely high rates on foot and carriage passengers, and especially on the teams of farmers taking market supplies into the city."

The above statement is thoroughly dishonest, for it makes no account whatever of the original cost of the Victoria bridge. The Victoria bridge took six years to construct, and when it was opened in 1860 its cost had reached a total of \$6,300,000. This enormous sum was mainly expended in putting down the twenty-four massive piers upon which the bridge is supported. These piers had to be made of enormous strength, because the current at the bridge where they were laid runs at the rate of seven miles an hour. They are each 92 feet by 22 feet at the foundation and at the summit they are 33 feet on the line of the river by 10 feet on the line of the